

SAN FRANCISCO INTERNATIONAL AIRPORT- International Terminal Baggage Handling System – San Francisco, California



OWNER

SAN FRANCISCO INTERNATIONAL AIRPORT

BNP PROJECT MANAGER

JOHN HEARD

LOCATION

SAN FRANCISCO, CA, USA

CONTRACT PERIOD

1993 - 2000

ENTIRE PROJECT AMOUNT

US \$2 BILLION

BHS CONSTRUCTION AMOUNT

US\$60 MILLION

REFERENCE

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SCOPE OF SERVICES

CONCEPTUAL DESIGN
DESIGN DEVELOPMENT
CONTRACT DOCUMENTS
BIDDING AND PROCUREMENT
CONSTRUCTION MONITORING

RELEVANCE

AUTOMATED BAGGAGE HANDLING SYSTEM UTILIZING 10-DIGIT IATA BAG TAGS AND INTEGRATED CHECKED BAGGAGE SCREENING

The new San Francisco Airport International Terminal Outbound and Inbound baggage systems designed by BNP went into operation September of 2000. There are 12 distinct ticket counter subsystems that transport baggage to sort devices located in boarding area's "A" and "G". A multi-level 100% checked baggage security screening system is integrated into the baggage system. The screening systems are located on both sides of the International Terminal where bags are inspected and then conveyed to the Baggage Make-up Areas or the reconciliation room on the Ground level. Also included in the outbound system are two oversize conveyors with in-line x-ray screening originating on the departures level and terminating in the Baggage make-up Areas. Automatic 8-head laser scanner arrays (ATR) are installed on each of the three mainlines that enter each boarding area sortation system. Bag tags read by the scanner array will be sorted to either one of eight flat plate make-up devices. Crossover conveyor subsystems are provided to transport bags from either the Make-up Area A sort system to the Make-up Area G sort system or vice versa based on the bag destination. FIS recheck and re-accommodation systems are provided that transport baggage from the claim hall area to either Make-up Areas. Three transfer inputs are located in each inbound bag room area that transport baggage from load conveyors to the security screening area upstream of the level one security screening.

The inbound system includes all input conveyors located on the Ground level of the International Terminal facility, which feed a series of twelve claim devices on the arrivals area. Also included in the inbound system are two oversize conveyor lines which also terminate on the arrivals area.

In July of 2002 the airport initiated the replacement of the Level One AT machines with TSA certified CTX 9000 machines (eleven total). This is the first system installed in the United States with full multiplexing capabilities at Level Two. The construction process required the installation of two new mezzanine platforms below the existing platforms to support the increased loads of the EDS equipment. BNP designed the replacement EDS systems and the associated conveyors.

BNP's scope of work included concept design through construction monitoring with two (2) full time site engineers.